

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Simon Davis
FROM:	WSCC - Highways Authority
DATE:	11 July 2022
LOCATION:	Sussex Recovery Company Fontwell Avenue Eastergate PO20 3RU
SUBJECT:	AL/49/22/PL Demolition of all existing buildings and structures and redevelopment of the existing car salvage and recycling facility to provide 80 No dwellings and a co-working hub, with vehicular access from Fontwell Avenue, provision of public open space, landscaping, and other associated works. This application is a Departure from the Development Plan is in CIL Zone 3 and is CIL Liable as new dwellings.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Modification
S106 CONTRIBUTION TOTAL:	n/a / £ See below for breakdown.

The proposal above has been considered by WSCC as the County Highway Authority (CHA). More information is required regarding the Interim Road Safety Audit, and details concerning the access design.

Pre-application Advice

Pre-application advice was provided by WSCC on the 15th of December 2020. This was for a priority junction with a right-hand turn lane. It was observed that junction separation from the existing site access to 'The Hedgerows', and Collins Close (both measurements taken to the centre line) were under the DMRB CD 123 standard of 50m for a 30mph.

We advised the location of the existing access would require a departure from standard on this point. This should be progressed separately through the Implementation Team at WSCC.

Access

The applicant has proposed a single priority junction with restricted movements onto Fontwell Avenue. The access will provide left in access and all movements egress. This design has been based on DMRB CD 123 guidance, and the comments made in the Interim RSA which highlight some problems with the proposal to include a right-hand turn lane.

These problems are addressed in the RSA section of this response.

Pedestrian access

Access on foot will be provided with a 2m wide footway. This will connect to the existing footway outside The Hedgerows on Fontwell Avenue and continue into the site where a dropped kerb is provided to link with a footway on the northern side of the access.

WSCC would like to see this footway on the northern side of the access continued around the bell mouth and provide a footway across the frontage of Oaktrees, to meet the access frontage of a current small development for 4 houses. The continuation of the footway would provide residents of this new development, and the adjacent residents of the Fontwell Avenue spur road, a safe footway connection to the bus stop on the western side of Fontwell Avenue.

Pedestrian Refuge

A pedestrian refuge island with dropped kerb and tactile paving will also be provided so residents can safely cross from the west side to the eastern side of Fontwell Avenue. These footways link to the wider footways connecting to local amenities, and bus stops.

Internal layout

The layout of the development has been designed in accordance with Manual for Streets guidance. This is supported by WSCC, and the primary estate road will be 6m in width reducing to 5.8m once inside the site. Widths of 4.8m will be applied to all secondary roads and cul de sacs will provide a shared use layout.

Contrasting materials should be used to denote the different changes from carriageway and footway, to shared surface.

Swept path analysis of different sized vehicles demonstrate the site can operate safely and appropriately.

Footway connections into The Hedgerows site are not provided. We have identified some areas which could provide connections on foot. These areas are in the north-west corner near to plot 37, through the L.A.P via Nichols Court and in the southwest corner.

Connections to the adjacent site would create 'a walkable neighbourhood' and encourage less car use for shorter journeys, which is in line with the NPPF in promoting sustainable development, and WSCC climate change strategy to be carbon neutral by 2030.

Car and Cycle Parking

Car and Cycle parking will be provided in accordance with ADC SPD. A total of 185 car parking spaces have been provided, this includes 16 visitor spaces. 131 cycle parking spaces will also be provided in rear garden storage or garages or communal storage facilities for flats.

EVC charging should be provided in line with ADC EV charging policy. This is for all houses with driveways to provide 100% of spaces with EV charging points.

Some cycle and car parking is also provided outside the co-working hub.

Visibility

The speed limit for Fontwell Avenue is 30mph, and speed surveys have been undertaken to show that speeds to be slightly higher than the posted speed limit of 37.8 mph northbound, and 37.7 mph southbound. DMRB standards are for 2.4m x 92m in both directions, therefore the secondary splay provides a slight relaxation to the standards, but it does not fall below the absolute minimum of 72m. A departure from standard will be required on the secondary visibility splay of 82m.

Interim Road Safety Audit

During the COVID 19 pandemic road safety audits were undertaken without a site visit. A final site visit will be required to make this Interim RSA a full GG119 compliant Stage 1 RSA.

However, the interim audit found 4 problems:

2.1. The proposed right turn lane on Fontwell Avenue could lead to rear shunts, side impact, head on collisions due to proximity of the development junction to Collins Close

2.2 - The proposed priority junction access, northern shoulder. Large vehicles overrunning the verge on the northern shoulder of the priority junction, damaging the kerbs, and dragging detritus onto the carriageway.

2.3 -The footway on the southeastern side of Fontwell Avenue opposite the development junction. Large vehicles overrunning the footway when passing the pedestrian refuge.

2.4 - Fontwell Avenue South of the development access, pedestrian refuge too close to private crossover

WSCC agree with all but 1 of the problems raised.

In problem 2.1, the auditor suggests the applicant should reduce the number of dwellings from the site to reduce the impact of rear shunts, side impacts and head on collisions due to its proximity to the junction of Collins Close.

The designer disagrees with this point and provides an alternative re-design of the access. This proposal is to provide a restricted movement priority junction with a left in access, and all movements egress. WSCC has considered the audit and provide the following response.

OOR response:

WSCC Disagree with both the auditor and the designer.

WSCC would resist the inclusion of a left in, all movements egress as they create U-turn movements at inappropriate locations.

WSCC are unclear why a right hand turn lane is proposed when the major arm flows are under 13,000 AADT. The transport assessment predicts a flow of approx 10,000 AADT, and this will likely reduce when the A29 re-alignment scheme is complete. In addition, flows from the minor arm have been estimated using TRICS and are in the region of 377. Whilst this is a departure from DMRB CD 123 guidance, it is nowhere near the 500/600 threshold and unlikely to cause any adverse impact on capacity or delay.

However, there is also the issue of the access into Collins Close and the likelihood of stopping in the carriageway for right turns into the site or into Collins Close. Any local issues like visibility to the back of a vehicle waiting to turn right (or any likely queue resulting from a vehicle waiting to turn right), need to be checked and evidenced.

If this is likely to be an issue then other alternative options to a single priority junction will need to be considered. Has the designer considered splitting the right hand turn lane and using two very short turn lanes. This is probably the only preferred option if there are specific local reasons why vehicles waiting to turn right could become hazardous (for example if visibility to the back of a right turner or the queue generated by a right turning vehicle is substandard, or the area is likely to “lock up” if two right turners at simple junction cause queues passed adjacent junctions).

It is important to note that in any proposed design once the A29 re-alignment scheme is complete and operational there would be a significant improvement in flows which we believe would reduce the likelihood of rear shunts, side impacts and head on collisions. This should be taken into account when considering queues and traffic flows.

Therefore WSCC would recommend the designer asks for a re-audit for a single priority junction or a split right hand turn junction. Or both.

A departure from standard would be required as the staggering between junctions is under the recommended distance in the DMRB CD 123.

Road Traffic Casualty and Collision Database

An interrogation of the WSCC road traffic casualty and collision database reveals 1 recorded incident at the war memorial roundabout between a cyclist and a car. This was classified as serious and caused by driver error. There does not appear to be any patterns of collisions or casualties relating to any highway defects.

Trip Generation

A TRICS assessment of the site has been undertaken to show the development will create an increase of 29 trips in the am peak, and 26 trips in the pm peak. This increase would not cause any material capacity impacts.

Traffic distribution

The impact the additional traffic may have on the operation of local near-by junctions has been assessed. The 2011 census was used to understand the distribution of traffic from the site and at key junctions around the site. These were the site access, Fontwell roundabout, War Memorial roundabout, and the A29/Nyton Road junction.

It was found that all junctions operated within capacity in the am/pm peak. This is that there are no more than 30 two-way vehicle movements through the junction in the am/pm peak hour.

Junction capacity modelling

The applicant has also undertaken a junction capacity modelling assessment at the site access and war memorial roundabout for the following years:

- 2023 pre-a29 realignment
- 2038 with the northern section of the A29 realignment operating
- 2038 with the full north and south A29 re-alignment operating.

Using a direct traffic profile the site access operates well within capacity, with RFC values lower than 0.86 in all the above scenarios. The operation of the access will also improve further following the re-alignment of the A29.

It was noted the war memorial roundabout will see a marginal increase in capacity once the A29 northern re-alignment scheme is operational, but this greatly reduces to an RFC value of 0.48 once the whole scheme is operational in the 2038 scenario.

Either way the scheme does not cause any significant material capacity impacts which require any mitigation.

RTPI – Bus stop

New 2m footways will be created to support access to the bus stop along the front of the site in both southerly and northerly directions.

There is currently an open grassed area to the back of the footway here and both developments, and the existing community would benefit from this service. The stop on the eastern side of the road, could also benefit from RTPI, but a desk top review suggests there would not be enough space for a shelter here.

As per NPPF, these improvements would provide ‘appropriate opportunities to further promote sustainable transport modes’

Details of installation and specification can be obtained from the ITS & Traffic Monitoring Team

Travel Plan

A travel plan statement is required as the development is providing 80 dwellings. Once submitted this will be reviewed by the WSCC Senior Local Transport Improvements Officer and may require some collaboration with him. Comments will be sent separately to the applicant.

Please be aware WSCC are now requesting a Travel Plan Auditing Fee to cover the resource costs of assessing and auditing Travel Plans through the planning process, and as part of the 5-year monitoring period. Therefore, WSCC as the Highway Authority would look to secure a contribution of £1,500 through a S106 contribution, or unilateral undertaking, whichever is more appropriate.

S278

- New priority junction
- Pedestrian refuge island
- New footway either side of the access to meet The Hedgerows footway to the south and Fontwell Avenue spur road to the north. This will support safe access to the bus stop and other amenities.
- New Bus Shelter and RTPI at bus stop between the two developments.

The above access works would require a S278 agreement, which will need to be progressed by the applicant once a full Stage 1 Road Safety Audit and Design Audit report has been submitted to the LPA for approval.

The agreement should include all infrastructure relating to the new access arrangements and be built to WSCC specifications.

Alison Meeus
West Sussex County Council – Planning Services

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Cycle parking (for larger sites)

No dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Travel Plan Statement (to be approved)

No part of the development shall be first occupied until such time as a Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan Statement shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

Traffic Regulation Order

The applicant is advised to contact the WSCC Traffic Regulation Order team [REDACTED] to obtain the necessary paperwork and commence the process associated with the proposed FILL IN AS NECESSARY (waiting restrictions, removal of parking bays, provision of loading bay, etc). The applicant would be responsible for meeting all costs associated with this process. The applicant should note that the outcome of this process cannot be guaranteed.

Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader [REDACTED] to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.